

D. J. K. Land Use Planning

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Planning, Building and Growth Management Department  
City of Brampton  
2 Wellington Street West,  
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September 6, 2024

Attn: Mr. Steve Ganesh, MCIP, RPP Commissioner

Re: City of Brampton Planning and Development Committee  
September 9, 2024

**Information Report: Primary Major Transit Station Areas - City-initiated Official Plan Amendments: Queen Street Corridor Secondary Plan Area 36, Bram West Secondary Plan Area 40. The Gore Secondary Plan Area 41, Mount Pleasant Secondary Plan Area 51.**

Report Number: Planning, Bld & Growth Mgt-2024-592

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I represent the Fifth Avenue Group, the owner of 83 Wilson Avenue, and 14 & 16 Centre Street North, Part of Lots 43, 44 & 45, Wellington Block, Registered Plan BR-5, City File: OZS-2020-0025. In 2021, Council provided zoning approval (*R4A - Section 3551*) to permit a 9-storey apartment building containing 82 units on this property.

This letter is provided in response to the Recommendation Report by Michelle Gervais and Claudia LaRota, item 5.1, titled **Information Report: Primary Major Transit Station Areas - City-initiated Official Plan Amendments: Queen Street Corridor Secondary Plan Area 36, Bram West Secondary Plan Area 40. The Gore Secondary Plan Area 41, Mount Pleasant Secondary Plan Area 51.**

We have been following and participating in the MTSA discussions and we fully support the initiative to review and update the Secondary Plan and Precinct Plan policies leading ultimately to MTSA zoning By-laws to be completed by Q1 2025 as part of the City of Brampton's Comprehensive Zoning By-law review.

We have had several discussions with staff regarding our proposal to increase the height and density of the Fifth Avenue building. We note that this report will assist in implementing the policy framework necessary to allow this to happen.

With regarding to the **Information Report**, we have some concerns as they relate to the Fifth Avenue property and would like to point out some inconsistencies between the various plans



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With regard to **Figure 4.4.2 Height Distribution**, this plan is too prescriptive and represents an “aspirational vision” that will cause interpretation conflicts when future amendments or development applications are submitted. Proof of this is demonstrated in the attachment to this **Information Report** - Attachment 1 – July 8, 2024, Planning and Development Committee Comment and Response Table, where staff are already using this Height Distribution Figure as prescriptive document and state: “however, given the size of the parcel, the **height distribution and demonstration plans shows a potential building in the range of 9 – 13 stories.**”

The Draft implementing By-law (Attachment 4), correctly recognizes and states that:

“The *Queen Transit Corridor Character Area* shall be developed in accordance with the following:

- a) Support the development of the Queen East Precinct Plan as a complete community with transit-supportive densities and a mix of high-rise built form to maximize transit ridership.
- b) Concentrate the greatest densities along Queen Street with the tallest buildings surrounding the Centre, Kennedy and Rutherford BRT stations, and at the north interchange of Queen Street and Highway 410.”

Therefore, it is counterproductive to propose **any building lower than what is permitted in the “High-Rise” Building Typologies designation of *Brampton Plan*** found on Table 4, (13 full storeys or greater) for any area that falls within the *Queen Street Corridor* designation. The *Queen Street Corridor* has been identified by the Province and the Region of Peel, as the primary growth area of Brampton and would benefit most from the increased population to utilize the existing infrastructure and support the City’s transit goals.

If this Height Distribution plan becomes the basis of the next pre-zoning stage, then it further hinders market flexibility and creativity. **Figure 4.4.2 Height Distribution** should either be removed entirely or couched with very strong language to ensure it is an “aspirational” goal and not to be strictly interpreted.

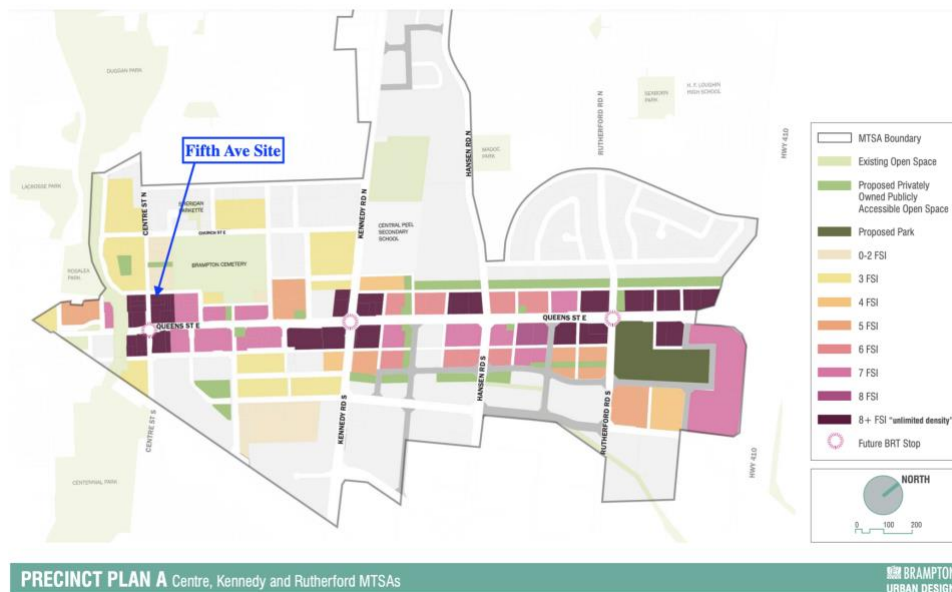
#### **Figure 4.5.1 – Density Distribution**

Page 47 – This figure **incorrectly removes** the property from the “unlimited density” designation. This is quite concerning given the plan presented to Planning Committee at the July 8, 2024, meeting included the lands in the “unlimited density” designation.

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This must be corrected to indicate the lands as being the same designation as the surrounding lands, that being 8+ FSI “unlimited density”. This has been confirmed by staff in this **Information Report** in an attachment to the Report - Attachment 1 – July 8, 2024, Planning and Development Committee Comment and Response Table, where staff state: **“Through the work that we have undertaken for the Centre St MTSA we have identified the Fifth Avenue site as having unlimited height and density (UHD)”**



## Draft By-law

Section 5.2 of the Draft implementing By-law (Attachment 4), should be amended to include Minor Variance applications if appropriate, as noted below in red. This would recognize standard practices and support the goal of intensification in *Queen Street Corridor*.

### *5.2 Height and Density*

*d) Only for lands designated “Neighbourhood (High-Rise Residential)” or “Mixed-Use (High-Rise Mixed-Use)”, building heights and densities beyond those prescribed in the Zoning By-law may ~~only be~~ considered through a site-specific Zoning By-law Amendment application **or minor variance if appropriate**, subject to meeting all of the following criteria:*

- i. the overall intent, goals, objectives, and policies of the MTSA and Official Plan are achieved;*
- ii. developable site area is appropriate to accommodate the proposed height;*
- iii. the type and scale of the development proposal is appropriate and compatible with the surrounding context, land uses, and planned character of the area;*
- iv. the proposed height provides for an appropriate transition to adjacent land uses and buildings, including a built-form design that will minimize visual impact, overall massing, shadow, and overlook;*
- v. infrastructure capacity such as water, stormwater and wastewater, transit, street network, and community services, are sufficient to support the development;*
- vi. development is phased in accordance with the timing and delivery of transportation, engineering services such as water, stormwater and wastewater, and transit infrastructure, in terms of, but not limited to, network distribution, connections, capacity, and frequency of service;*
- vii. and, the development achieves a Sustainability Score that falls within the Gold Sustainability Score Threshold.*

With regard to our ongoing request to take advantage of the pre-zoning phase for the MTSAAs we will continue to work with staff in order to better understand the proposed zoning provisions and whether or not we will request to be included in that phase.

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We would be happy to discuss this matter further, please notify us of any further meetings with respect to this matter, as well as notice of the adoption of the Official Plan Amendment.

Respectfully submitted,

**Dan Kraszewski**

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